
SUPPLEMENT TO THE 1993 METROPOLITAN TRANSPORTATION PLAN

*Placer and El Dorado Counties are added
to the 1993 Metropolitan Transportation Plan*

*Minor changes are made to the project lists
already in the 1993 Metropolitan Transportation Plan*

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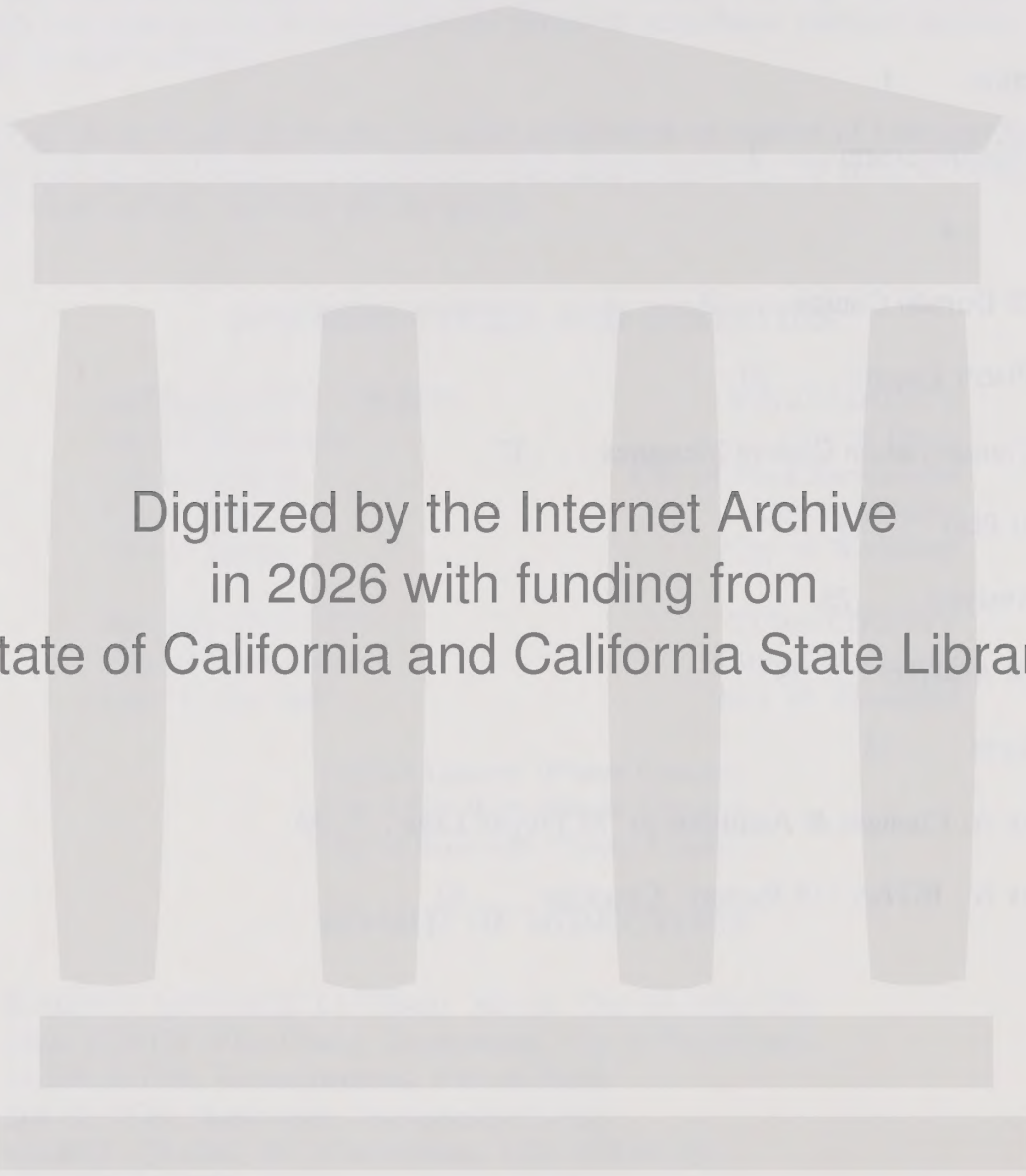
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INTRODUCTION

This document supplements the 1993 Metropolitan Transportation Plan by adding transportation projects in Placer and El Dorado Counties...

Traditionally those two counties weren't included in SACOG's plans, because they are not members of SACOG. Three cities in Placer County -- Lincoln, Rocklin, and Roseville -- are members of SACOG, and are included in our plans. However, Placer County as a whole isn't a member county, nor is El Dorado County. Recent federal legislation dictates that our metropolitan transportation plan must cover the entire "air-quality non-attainment" area. Since the latter area includes all of Placer and El Dorado Counties up to the crest of the Sierra, we must add these areas to our transportation plan.

We've also made some minor changes to some of the transportation project descriptions that were included in our '93 plan. These largely consist of changes in the estimated year of construction for certain projects. We've added a few locally-funded projects to the list so that the sponsoring communities can move forward with those projects. These changes and additions are included in Appendix A.

Project listings aren't the only aspect of this document. We also include estimates of the transportation revenues expected to be available to Placer and El Dorado Counties between now and the year 2015. The financial estimation methods are the same as those used by SACOG in its 1993 Metropolitan Transportation Plan. We also include technical and policy analyses, which assess the performance of the entire plan -- our existing plan plus the new projects from El Dorado and Placer Counties. Finally, we include a discussion of the public input methods used to foster citizen participation.

SACOG will publish two other documents pertaining to this plan supplement -- an environmental impact report required by state law, and an air-quality analysis required by federal law. This air-quality analysis is known in federal bureaucratic jargon as an "air-quality conformity finding," and will be referred to as such from here on.

ABOUT THIS DOCUMENT

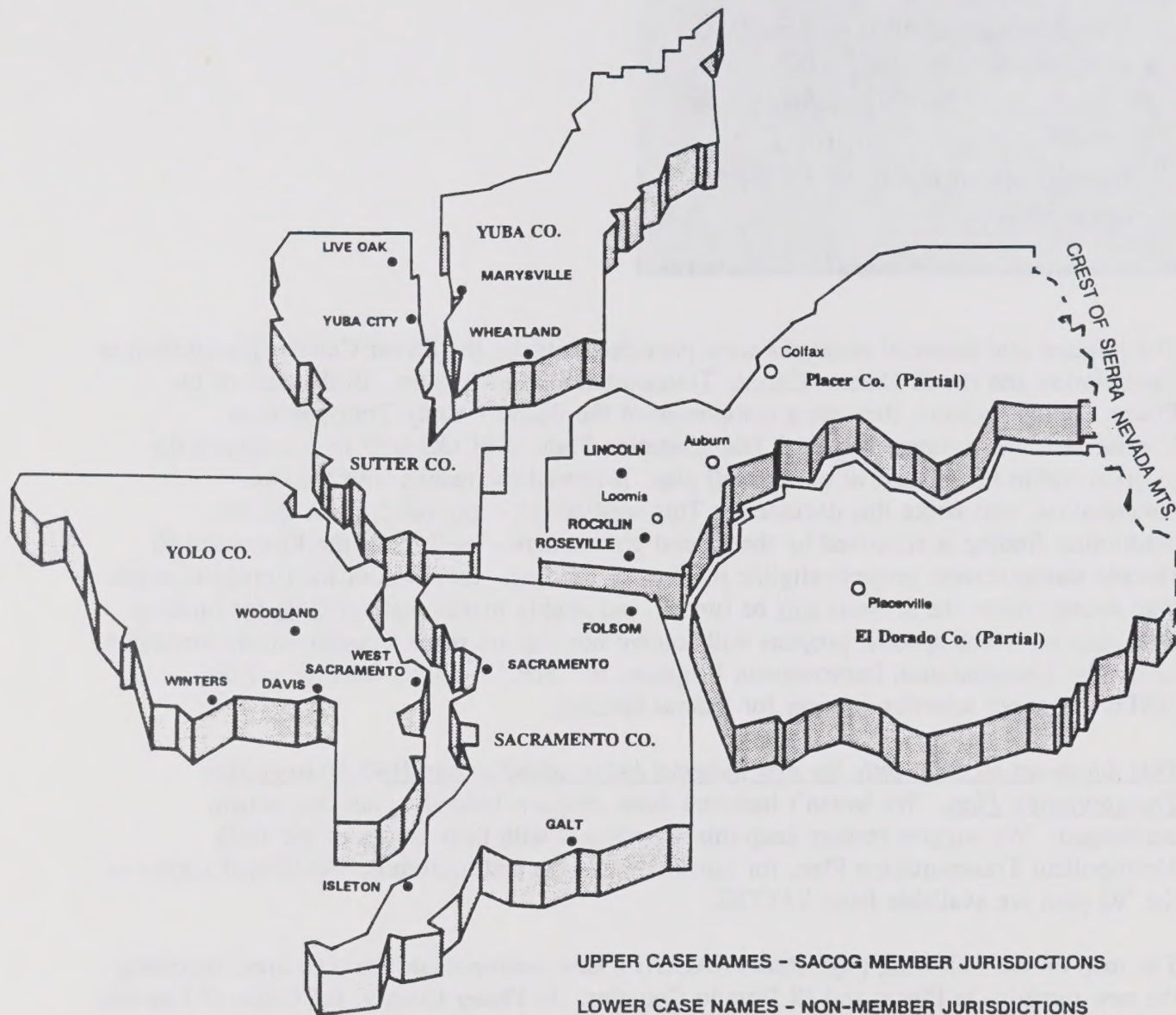
This supplement adds particular transportation improvement projects, and funding information, from Placer and El Dorado Counties up to the crest of the Sierra Nevada...

The projects and financial estimates were provided to us by the Placer County Transportation Commission and the El Dorado County Transportation Commission. In the case of the Placer County projects, they are a component of the Placer County Transportation Commission's long-range Regional Transportation Plan. SACOG staff then analyzed the projects within the context of our overall plan, reviewed the results with the two commissions, and wrote this document. This supplement -- provided its air-quality conformity finding is approved by the federal government -- will make the Placer and El Dorado transportation projects eligible for federal funding. Inclusion of their projects in this plan doesn't mean the projects will be funded, but simply makes them eligible for funding. Decisions on which specific projects will receive funding are made through related processes called the Transportation Improvement Program, or "TIP," for state funding and the "ISTEA" project selection process for federal funding.

This document includes only the new material being added to our 1993 Metropolitan Transportation Plan. We haven't included those chapters from the plan that remain unchanged. We suggest readers keep this supplement with their copies of the 1993 Metropolitan Transportation Plan, for quick comparison and reference. Additional copies of the '93 plan are available from SACOG.

The map on the following page shows SACOG's new metropolitan planning area, including the new territory in Placer and El Dorado Counties. In Placer County, the Cities of Lincoln, Rocklin and Roseville are members of SACOG and are already included in our plans and programs. The rest of Placer County shown on the map, and all of El Dorado County on the map, are the newly added areas. Note that we include these counties only as far eastward as the crest of the Sierra Nevada. Areas east of the crest are not included because they are not part of the Sacramento air-quality "non-attainment area."

SACOG'S METROPOLITAN PLANNING AREA



ACTIONS

This chapter shows the transportation improvement projects planned in El Dorado and Placer Counties...

The projects include bicycle transportation improvements, road improvements, public transit service, transportation management strategies, and maintenance and preservation activities. The lists of projects are actually from two sources. *Some* of the projects were recently proposed by the two counties, and they intend to forward these projects for state or federal funding over the next year or two. *Other* projects -- mostly improvements to local roads -- are to be funded mainly through local capital improvement programs. These local road projects already were included in SACOG's computerized transportation forecasting model, but we didn't specifically list these projects in previous editions of this plan. We list them here for the first time.

Projects must be included in SACOG's Metropolitan Transportation Plan to be eligible for federal funding or federal permits. For that reason, we specifically wanted to add those projects in Placer and El Dorado Counties for which federal funds may be requested. We also wanted to show projects that may be forwarded for state funding. We will add more projects from El Dorado and Placer Counties through future updates of this plan.

The Placer County list of projects does not include road projects already in our plan from the cities of Lincoln, Rocklin, and Roseville. These cities, as members of SACOG, already are included in our plans. For a list of planned road projects in Lincoln, Rocklin, and Roseville, please see our 1993 Metropolitan Transportation Plan.

ACTIONS:

EL DORADO COUNTY

JURISDICTIONS

EL DORADO COUNTY – *Bicycle Projects*

- Buffalo Hill Bike Path, in Georgetown between Main Street to Buffalo Hill, Class I bikeway, 0.5 mile, 1995, \$80,000; full funding commitments from federal Transportation Enhancement Activities funds.

- El Dorado Hills Bike Path:

Village Green to Harvard Way, Class I bikeway, 2 miles, 1994, \$180,000; full funding commitments from federal Congestion Mitigation and Air Quality funds

Harvard Way to Francisco Drive, Class I bikeway, 2 miles, 1995, \$230,00; full funding commitments from federal Transportation Enhancement Activity funds

- Francisco Drive Bike Path, Green Valley Road to El Dorado Hills Blvd., Class I bikeway, 0.5 mile, \$100,000

- El Dorado Trail:

Mosquito Road to Dimity, Class I bikeway, 0.3 mile, 1994, \$112,000

U.S. 50 Crossing, Class I bikeway, 0.25 mile, 1995, \$700,000

Still Meadows Road to Camino Hills, Class I bikeway, 1.1 miles

EL DORADO COUNTY -- *Multi-modal Transfer*

Multi-modal transfer facility (Phase 1) -- Construction of an integrated transfer point for bicycle, pedestrian, public transit and automobile users, located at Latrobe and White Rock Roads, 1995, \$1,616,200

EL DORADO COUNTY -- Road Projects

Including Caltrans, County, and City Projects

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"). % Funds from Each Source
			From	To				
CALTRANS								
ROUTE 50	CARPOOL LANE FROM SAC. CO. LINE TO PPROPOSED NEW INTERCHANGE AT SILVA VALLEY RD	HOV			2.5	2003	3	
ROUTE 50	ADD CLIMBING LANE FROM SILVA VALLEY TO BASS LAKE RD	FWY			1.75	1999	1	
ROUTE 50	OVERPASS AT RAY LAWYER DR, CONNECT TO FRONTAGE RD	FWY	0	4	<0.25	1996	7.8	
ROUTE 50	INSTALL ON AND OFF RAMPS AT RAY LAWYER DR.	NIC	0	4	<0.25	2015	5.1	
CENTRAL PLACERVILLE	IMPROVE FROM PLACERVILLE DR TO BEDFORD ST, REMOVE SIGNAL AT CANAL ST, GRADE SEPARATE AT CANAL ST, INTERSECTION IMPROVEMENTS AT MAIN ST-PLACERVILLE DR., ACCEL/DECEL LANES AND LEFT TURN POCKETS	FWY	4	4	1.5	1999	30.0	
ROUTE 50	NEW INTERCHANGE AT SILVA VALLEY RD	NIC	0	4	<0.25	2000	18.0	Local (100)
EL DORADO COUNTY								
BASS LAKE ROAD	VILLAGE GREEN PKWY TO ROUTE 50	ART	2	4	1.6	1996	1.7	Local (100)
BASS LAKE ROAD	VILLAGE GREEN PKWY TO GREEN VALLEY RD	ART	2	4	2.3	1997	2.2	Local (100)
DUROCK ROAD	ROBIN TO RODEO	ART	2	4	<0.25	1995	0.3	Local (100)
CAMERON PARK	SUDBURY TO GREEN VALLEY RD	ART	2	4	2.5	2001	4.8	Local (100)
CAMERON PARK	COUNTRY CLUB TO SUDBURY	ART	2	4	0.7	2001	1.3	Local (100)
CAMERON PARK	COACH TO ROBIN	ART	2	4	<0.25	1995	0.3	Local (100)
COLD SPRINGS ROAD	ROUTE 49 TO PLACERVILLE	ART	2	4	1.1	2001	1.1	Local (100)
DUROCK ROAD	SHINGLE LIME MINE RD TO SOUTH SHINGLE	ART	2	4	1.25	2001	2.1	Local (100)

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
DUROCK ROAD	SHINGLE LIME MINE RD TO RODEO	ART	2	4	1.0	2000	1.5	Local (100)
EL DORADO HILLS BLVD	LASSEN TO HARVARD	ART	2	4	1.6	1994	1.2	Local (100)
EL DORADO HILLS BLVD	PARK TO ROUTE 50	ART	5	6	0.3	1997	0.34	Local (100)
EL DORADO HILLS BLVD	WIDEN UNDERPASS AT ROUTE 50	ART	4	6	<0.25	1999	3.8	Local (100)
EL DORADO HILLS BLVD	BUILD OFF-RAMP AT ROUTE 50 EB	MIC	0	2	<0.25	1999	1.6	Local (100)
EL DORADO HILLS BLVD	HARVARD TO GREEN VALLEY RD	ART	2	4	2.09	1995	1.4	Local (100)
EL DORADO HILLS BLVD	WIDEN OFF-RAMP AT ROUTE 50 WB	MIC	1	2	<0.25	2000	0.5	Local (100)
GREEN VALLEY ROAD	COUNTY LINE TO FRANCISCO	ART	2	4	1.6	1996	2.0	Local (100)
GREEN VALLEY ROAD	FRANCISCO TO SALMON FALLS	ART	2	4	0.4	1999	0.3	Local (100)
GREEN VALLEY ROAD	SALMON FALLS TO SILVA VALLEY	ART	2	4	0.2	2000	0.2	Local (100)
GREEN VALLEY ROAD	NEW BASS LAKE RD TO CAMERON PARK DR	ART	2	4	1.2	2001	2.7	Local (100)
GREEN VALLEY ROAD	SILVA VALLEY TO NEW BASS LAKE ROAD	ART	2	4	3.6	2001	7.4	Local (100)
GREEN VALLEY ROAD	CAMERON PARK TO DEER VALLEY ROAD	ART	2	4	2.6	2001	2.6	Local (100)
LATROBE ROAD	ROUTE 50 TO WHITE ROCK RD	ART	2	4	0.45	1995	0.3	Local (100)
LATROBE ROAD	WHITE ROCK RD TO GOLDEN FOOTHILLS N.	ART	2	4	0.4	1997	0.4	Local (100)
LATROBE ROAD	GOLDEN FOOTHILLS N. TO GOLDEN FOOTHILLS S.	ART	2	4	0.8	2000	0.9	Local (100)
MISSOURI FLAT ROAD	ROUTE 50 TO FORNI RD	ART	2	4	0.6	2001	1.5	Local (100)
MISSOURI FLAT ROAD	HEADINGTON RD TO ROUTE 50	ART	2	4	0.4	2001	0.7	Local (100)
MISSOURI FLAT ROAD	FORNI TO ROUTE 49	ART	2	4	1.2	2001	2.1	Local (100)
MOTHER LODE	FRENCH CREEK TO PLEASANT VALLEY RD	ART	2	4	3.6	2001	7.5	Local (100)
MOTHER LODE	SOUTH SHINGLE TO FRENCH CREEK	ART	2	4	0.5	2001	1.1	Local (100)

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"); % Funds from Each Source
			From	To				
PLEASANT VALLEY	ROUTE 49 TO MOTHERLODE	ART	2	4	1.4	2001	2.7	Local (100)
PLEASANT VALLEY	ROUTE 49 TO OAK HILL	ART	2	4	2.7	2001	5.2	Local (100)
PLEASANT VALLEY	OAK HILL TO BUCK'S BAR (3 SEGMENTS)	ART	2	4	1.9	2001	3.7	Local (100)
SARATOGA	ARROWHEAD TO PARK	ART	0	2	0.5	1995	0.5	Local (100)
SILVA VALLEY PARKWAY	VILLAGE GREEN PKWY TO ROUTE 50	ART	2	4	1.8	1997	1.2	Local (100)
WHITE ROCK ROAD	LATROBE RD TO ROUTE 50	ART	2	4	1.2	1996	0.8	Local (100)
WHITE ROCK ROAD	LATROBE RD TO ROUTE 50	ART	4	6	1.2	1997	2.0	Local (100)
WHITE ROCK ROAD	COUNTY LINE TO LATROBE RD	ART	2	4	1.2	1997	1.2	Local (100)

Notes:

FWY = Freeway HWY = Conventional Highway ART = Arterial Road BRIDGE = Bridge Crossing MIC = Modify Interchange NIC = New Interchange BIKE = Bicycle PED = Pedestrian PRES = Preservation (including operations, maintenance, rehabilitation and repair).

ACTIONS: PLACER COUNTY JURISDICTIONS

PLACER COUNTY – *Bicycle & Pedestrian Projects*

- Construction of Auburn Ravine Trail, 1999, \$455,000 (City of Auburn); full funding commitments from State Environmental Enhancement and Mitigation funds and local revenues
- Construct bicycle lanes in Lincoln between Sixth and Ninth Streets, 1999, \$115,988 (City of Lincoln)
- Construct bicycle lanes along Taylor and Ophir, between Loomis and Auburn, 1999, \$542,000 (Placer County); full funding commitments from Federal Transportation Enhancement Activities and local funds.
- Construct bicycle and pedestrian lanes in Rocklin along B, Second, and Third Streets, 1999, \$229,677 (City of Rocklin)
- Safe School Sidewalk Project, construct 2 miles of sidewalks and bicycle lanes in downtown Rocklin, 1995, \$760,000 (City of Rocklin)
- Bicycle commuter links to schools and major employment centers in Roseville, 1999, \$676,260 (City of Roseville)
- Construction of bicycle lanes in Roseville along Foothills Blvd., Junction Blvd., and Washington Blvd., 1999, \$324,840 (City of Roseville)

PLACER COUNTY – *Commuter Information & Marketing Services*

- West Placer Transportation Control Measure Implementation (Information services and marketing of ridesharing services and Guaranteed Ride Home program, and implementation of jurisdictional trip reduction ordinances), 1995, \$769,982.

PLACER COUNTY -- Public Transit Projects

Agency	Description	Estimated Year of Completion	Cost in millions of 92 \$	Projects w/ Full Funding Commitments: Source of Funds
All Operators in Placer County *	All capital and operating needs, for maintaining current service levels in Roseville, expanding service to maintain per-capita service levels in Auburn and Lincoln, and provide for 3% annual increases in service through 2015 by the Consolidated Transportation Services Agency	ongoing	134.8	Variety of sources, including State TDA, FTA, and local
City of Auburn	Build passenger platform and provide landscaping at rail station	1999	0.5	
City of Colfax	Add passenger platform improvements and landscaping to Colfax rail station	1999	\$0.6	TCI
City of Colfax	Restore historic rail station	1995	0.4	TEA (50) local (50)
City of Rocklin	Build passenger platform and provide landscaping at rail station	1999	0.7	
City of Roseville	Final construction phase for rail station	1995	0.3	
Countywide	Establish park and ride lots at various rail station sites	1999	2.6	
Sacramento Regional Transit District	Extend Northeast light-rail line from Antelope Rd (Sac County) to Roseville Parkway **	2015	84.0	
State of California Amtrak	Capitol Corridors Train Service Placer County to Bay Area Increase fr 3 to 5 roundtrips daily **	1995	46.4	Proposition 116
State of California Amtrak	Capitol Corridors Train Service Placer County to Bay Area Increase fr 5 to 10 roundtrips daily **	2000	70.6	Proposition 116

* -- Transit operators in Placer County are the City of Auburn, City of Lincoln, City of Roseville, Placer County Transit, and the Consolidated Transportation Services Agency. Information on their service plans and costs was provided by the Placer County Transportation Commission in its 1993 Regional Transportation Plan & Congestion Management Program.

** -- The 1993 Metropolitan Transportation Plan already includes these rail projects. We repeat them here for reference. The light-rail extension by the Sacramento Regional Transit District could be financed by revenue sources proposed through the statewide gas-tax initiative and the Sacramento County sales-tax initiative. No expected future funding has been earmarked by Placer County jurisdictions for the light-rail extension, nor is such funding assumed or earmarked in the Placer County Regional Transportation Plan.

In addition to the rail services listed above, the Placer County Transportation Commission (PCTC) plans passenger rail service along the Capitol Corridor tracks. PCTC is the state-designated Regional Transportation Planning Agency for western Placer County. In that role, PCTC has included this additional rail service in its fiscally constrained Regional

Transportation Plan and Congestion Management Program for Placer County. To finance the additional rail service, PCTC has programmed \$34.8 million in expected funds from a variety of state funding sources, including Flexible Congestion Relief funds, Transit Capital Improvement Program funds, and Transportation Development Act funds. PCTC indicates these funds would pay for the capital and operating costs of the additional passenger rail service on the Capital Corridor. Service would be primarily for Placer County residents during the commute period, between Placer County stations (Colfax, Bowman, Auburn, Newcastle, Loomis, Rocklin, and Roseville) and Sacramento. Service is planned to begin in the year 2011.

This additional rail service is not included in this Supplement to SACOG's Metropolitan Transportation Plan. The inter-agency coordination needed for this type of project couldn't be completed in time for the development of this Supplement. The additional rail service will be considered for the next update of our Metropolitan Transportation Plan. That process will begin later in 1994, culminating in the publication of a new edition of the Metropolitan Transportation Plan in mid-to-late 1995. The planning process used for this and other proposals from Placer County is based on a Memorandum of Understanding, or signed agreement, between SACOG, Caltrans, and the Placer County Transportation Commission. A similar agreement has been signed with the El Dorado County Transportation Commission.

PLACER COUNTY -- Road Projects

Including Caltrans, City and County Projects

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
CALTRANS								
ROUTE 49	WIDEN FROM I-80 TO DRY CREEK RD	HWY	4	6	4.0	2005	25.0	
ROUTE 49	MODIFY SIGNALS AT VARIOUS INTERSECTIONS, AND INTERSECTION IMPROVEMENTS	HWY	--	--	--	1999	1.75	
ROUTE 49	SIGNAL TIMING COORDINATION AT 12 INTERSECTIONS FROM LINCOLN WAY TO DRY CREEK RD	TSM	--	--	--	1999	0.325	
I-80	RAMP METERING AT ALL INTERCHANGES FROM FORESTHILL RD TO SAC COUNTY LINE	TSM	--	--	<0.25	2005	4.2	
I-80	RAISE OVERCROSSINGS AT 7 INTERCHANGES	HWY	--	--	--	2010	26.0	
I-80	INSTALL TRAFFIC SIGNALS AT INDIAN HILL-NEWCASTLE INTERCHANGE	TSM	--	--	--	1999	0.25	
PLACER COUNTY								
FORESTHILL ROAD	WIDEN SHOULDERS AND REALIGN FROM FROM 2.5 MI WEST OF MOSHIRON TO MADRONE	ART	4	4		1999	10.0	Federal Lands Highway Program (100)
FORESTHILL ROAD	ACQUIRE RIGHT-OF-WAY TO CONSTRUCT FROM DRIVERS FLAT RD TO POND AVE	ART	0	4	6.7	1999	1/7	
SOUTH PLACER AREA	ESTABLISH TELECOMMUTE CENTER AT DOUGLAS & E. ROSEVILLE PKWY	TDM	--	--	--	1999	1.0	
VARIOUS LOCATIONS	ROAD SURFACE OVERLAYS , BRIDGE REHABILITATION AND PAINTING, GUARD RAIL AND BARRIER IMPROVEMENTS, CULVERT IMPROVEMENTS	PRES	--	--	--	1995	10.9	Bridge work funded by Highway Bridge Repair and Rehabilitation Program (100) @ \$2.8 million Guard rail, barrier, culvert work funded by Hazard Elimination and Safety Program (100) @ \$7 million
AUBURN RAVINE ROAD	WIDEN I-80 OVERCROSSING-	ART	2	4		1998	2.0	

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
AUBURN FOLSOM ROAD	SACRAMENTO COUNTY LINE TO JOE ROGERS ROAD	ART	2	4		2015	2.2	Local (100)
BASELINE ROAD	FIDDYMENT TO COOK-RIOLO	ART	2	4		1998	0.72	Local (100)
BASELINE ROAD	SUTTER COUNTY TO FIDDYMENT	ART	2	4		2015	4.53	Local (100)
BELL ROAD	I-80 TO RICHARDSON	ART	2	4		1998	2.70	Local (100)
BILL FRANCIS DRIVE	EXTEND FROM NEW AIRPORT RD TO OLD AIRPORT RD	ART	0	2		2015	0.33	Local (100)
BOWMAN UNDERCROSSING	BOWMAN RD TO LINCOLN WAY	ART	2	4		1998	0.1	Local (100)
CAVITT-STALLMAN	EXTEND FROM BOWN PLACE S. TO DOUGLAS BLVD	ART	0	2		2015	0.29	Local (100)
CHRISTIAN VALLEY ROAD	EXTEND TO ROUTE 49 ALONG FLORENCE DR	ART	0	2		2015	0.51	Local (100)
COOK-RIOLO ROAD	SACRAMENTO COUNTY LINE TO PFE ROAD	ART	2	4		2015	0.17	Local (100)
DON JULIO BLVD	SACRAMENTO COUNTY LINE TO PFE ROAD	ART	0	2		2015	0.17	Local (100)
EAST ROSEVILLE PARKWAY	BARTON TO SIERRA COLLEGE	ART	4	6		2015	0.87	Local (100)
EDGEWOOD DRIVE	AUBURN HILLS TO ROUTE 49	ART	2	4		2015	0.50	Local (100)
EDUCATION STREET	PROFESSIONAL TO RICHARDSON	ART	0	2		2015	0.13	Local (100)
EUREKA CONNECTOR	NEW RD FROM EUREKA TO ROSEVILLE PKWY	ART	0	2		2015	0.58	Local (100)
FOOTHILLS BLVD	CITY OF ROSEVILLE TO CITY OF LINCOLN	ART	0	2		2015	3.2	Local (100)
GALENA DRIVE	QUARTZ DRIVE TO BELL RD	ART	0	2		2015	0.16	Local (100)
LINCOLN WAY	RUSSELL RD TO FERGUSON	ART	2	4		2015	0.33	Local (100)
LUTHER ROAD	ROUTE 49 TO CANAL STREET	ART	2	4		2015	0.12	Local (100)
LUTHER ROAD	BOWMAN RD TO CARRIAGE LANE	ART	2	4		2015	0.18	Local (100)
NORTH ANTELOPE ROAD	SACRAMENTO COUNTY TO PFE ROAD	ART	2	4		2015	0.19	Local (100)
OLD AUBURN ROAD	SIERRA COLLEGE TO CITY OF ROSEVILLE	ART	2	4		2015	0.35	Local (100)

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
OLD AUBURN ROAD	SIERRA COLLEGE TO ROSEVILLE PKWY	ART	2	4		2015	0.24	Local (100)
PARALLEL ROAD	DRY CREEK RD TO QUARTZ RD, EAST OF ROUTE 49	ART	0	4		2015	0.48	Local (100)
PFE ROAD	N. ANTELOPE TO CITY OF ROSEVILLE	ART	4	6		2015	0.36	Local (100)
PROFESSIONAL DRIVE	BELL RD TO ATWOOD	ART	0	2		2015	0.30	Local (100)
QUARTZ DRIVE	ROUTE 49 S.E. TO BELL	ART	0	2		1998	0.40	Local (100)
QUARTZ DRIVE	EXTEND TO RICHARDSON DRIVE	ART	0	2		2015	0.16	Local (100)
RICHARDSON DRIVE	ATWOOD TO MT. VERNON	ART	0	2		2015	1.16	Local (100)
RICHARDSON DRIVE	DRY CREEK RD TO BELL RD	ART	0	2		1998	0.55	Local (100)
ROCKLIN RD	EXTEND FROM BARTON RD TO AUBURN/FOLSOM	ART	0	2		2015	3.41	Local (100)
SIERRA COLLEGE BLVD	SACRAMENTO COUNTY TO ROCKLIN	ART	4	6		1998	2.9	Local (100)
SIERRA COLLEGE BLVD	LOOMIS TO ENGLISH COLONY RD	ART	2	4		2015	0.35	Local (100)
SIERRA COLLEGE BLVD	I-80 TO ROCKLIN RD	ART	4	6		1998	1.10	Local (100)
SUNSET BLVD	ROUTE 65 TO FIDDYMENT	ART	0.2	4		2015	3.20	Local (100)
WALERGA ROAD	BASELINE TO SACRAMENTO COUNTY	ART	4	6		2015	4.14	Local (100)
WHITNEY BLVD	ROUTE 65 TO FIDDYMENT	ART	0	4		2015	3.20	Local (100)
WILLOWCREEK ROAD	ROUTE 49 TO DEWITT	ART	0	2		2015	0.59	Local (100)
WILLOWCREEK ROAD	ROUTE 49 TO THIRD STREET	ART	0	4		2015	0.59	Local (100)
CITY OF AUBURN								
EDGEWOOD RIVE	AUBURN HILLS TO ROUTE 49	ART	2	4		1997	0.45	Local (100)
TOWN OF LOOMIS								
TAYLOR ROAD	HORSESHOE BAR RD TO KING RD	ART	2	4		2010	0.45	Local (100)

See explanatory notes on next page.

Notes:

FWY = Freeway HWY = Conventional Highway ART = Arterial Road BRIDGE = Bridge Crossing MIC = Modify Interchange NIC = New Interchange BIKE = Bicycle PED = Pedestrian PRES = Preservation (including operations, maintenance, rehabilitation and repair) HOV = High Occupancy Vehicle (Carpool/Transit) TSM = Transportation System Management TDM = Transportation Demand Management.

Transportation Control Measures

Transportation control measures, or TCMs, are transportation strategies intended to clean the air. TCMs range from traffic signal coordination for smoothing the flow of traffic, to voluntary "no-drive days" for commuters, to ridesharing programs that encourage people to carpool instead of driving alone. While TCMs may have transportation benefits, they are intended as air-quality measures.

SACOG and the region's county air districts have developed something called the "15 Percent Rate of Progress Plan", which sets forth strategies to reduce a certain type of air pollution by 15 percent by 1996. The pollutant is known as volatile organic compounds, an ingredient in the formation of ozone pollution. The 15 Percent Rate of Progress Plan identifies potential TCMs which the air districts believe will help with this reduction of pollution. The plan has been submitted to the California Air Resources Board, which must approve it. Once the plan and its TCMs are approved by the Board, the TCMs then carry the force of law -- the region is obligated to implement them.

The ***Placer County Air Pollution Control District*** has identified the following seven TCMs in the Rate of Progress plan it submitted to the California Air Resources Board. The Placer County agency believes these seven "creditable" TCMs meet federal criteria and will help attain the required 15-percent cut in volatile organic compounds by 1996.

- Alternative Fuel Stations, to promote accelerated use of alternative-fuel vehicles
- Telecommute Centers, reducing the number and length of vehicular commute trips, by locating work centers closer to people's homes
- Transportation Management Associations, or groups of employers or job-center developers that provide information to workers on alternative commuting methods such as ridesharing and public transit

- Model Trip Reduction Ordinance, adopted by local governments to reduce the number of vehicular commute trips to major employment centers (these ordinances already are required by California's congestion management legislation)
- Vanpool Subsidy Programs, providing financial support for commuters who form vanpools
- Synchronized Traffic Signals, to reduce pollution by smoothing the flow of traffic
- Enhanced Vehicle Inspection and Maintenance Program, for better inspection and maintenance of vehicles

The ***El Dorado County Air Pollution Control District*** also has submitted a 15 Percent Rate of Progress Plan to the California Air Resources Board. In its plan, the El Dorado agency did not identify any TCMs that met the federal criteria. The plan did identify numerous control measures aimed at non-transportation sources, such as architectural coatings and other chemicals and substances which collectively contribute to air pollution.

Although the El Dorado County air district didn't list any TCMs that met the federal "credit" criteria, a TCM development effort is under way there. The El Dorado County Transportation Commission is preparing a trip reduction ordinance to be proposed for adoption by local governments.

FINANCIAL PLAN

Like most of California's urban or developing counties, Placer and El Dorado Counties need additional funds to finance all of the transportation improvements in their own long-range transportation plans...

For example, the Placer County Transportation Commission estimates a total shortfall of \$321.3 million from 1993 through 2015, in financing all the needs identified in its 1993 Regional Transportation Plan. SACOG has estimated a shortfall of \$2.77 billion for its membership region over that same time period. While SACOG has proposed ballot measures for increases in both the sales tax and gas tax throughout our membership region, these proposals have not yet been formally discussed among elected officials or community leaders in Placer or El Dorado Counties. Therefore, the estimates in this Draft Plan Supplement do not assume these new revenue sources.

This financial chapter deals only with the specific transportation improvement projects and services that are included in the "ACTIONS" chapter, earlier in this document. Both El Dorado and Placer County have additional projects and services they plan to implement in the long term, which are not included in this Draft Plan Supplement. The cost estimates in this chapter only pertain to those projects included in the Supplement, and the revenue estimates indicate that these projects should be affordable, based on funding we reasonably expect to be available to the counties. As we add a more complete set of projects from Placer and El Dorado Counties in future updates of this plan, the expenditures obviously will amount to a much greater amount than shown in the following table. All of the estimates in the table are very general, owing to the uncertainties of forecasting costs and revenues 20 years into the future.

Transportation Costs and Revenues, El Dorado & Placer Counties . . .

Transportation Expenditures Called For In This Plan Supplement	\$397 Million
Expected Revenues From Existing Sources, Available For These Expenditures	\$397 Million*

* -- The Placer County Transportation Commission and the El Dorado County Transportation Commission provided long-term estimates of expected funding, from existing revenue sources through the year 2015. Those funds total \$552 million for both counties combined. However, both counties also have numerous transportation projects and costs which are not reflected in this Draft Plan Supplement. Future updates of our Metropolitan Transportation Plan will include more extensive sets of projects from El Dorado and Placer Counties.

How We Estimated Transportation Costs and Revenues . . .

For our 1993 Metropolitan Transportation Plan, SACOG used different processes for estimating the costs of transportation projects and the amount of transportation funding we can expect from existing sources. We relied on cost information supplied by the agencies proposing to build or implement the projects -- mostly local public works departments, public transit operators, and Caltrans. We estimated funding from by assuming a continuation of recent state and federal funding levels. We projected these through fiscal year 2014/15. We also estimated some local revenues, such as Local Transportation Funds (LTF) revenues. For this supplement, SACOG asked the El Dorado County Transportation Commission and the Placer County Transportation Commission to use similar methods in estimating revenues for their respective counties. The two commissions then supplied us with the estimates.

Following are the funding sources projected through 2014/15 for this plan.

State revenue sources

State Transportation Improvement Program (STIP)
Local Transportation Funds (LTF)

Federal ISTEA revenue sources

Congestion Mitigation and Air Quality (CMAQ) funds
Surface Transportation Program (STP) funds
Federal Transit Administration (FTA) funds

Local revenue sources

Available funds for preservation of the transportation system

Projections of State Funding Sources -- State Transportation Improvement Program (STIP)

(All Figures In Millions of 1992 Dollars)

County	STIP Estimate through FY 2014/15
Placer	110
El Dorado	74
Total	184

Projections of State Funding Sources -- Local Transportation Funds (LTF)

(All Figures In Millions of 1992 Dollars)

County	Projected LTF Totals for FY 93/94 through FY 2014/15
Placer	132.9
El Dorado	87.5
Total	220.4

Note:

Projections are based on population forecasts for each county, 1992 to 2015. Average annual growth rates were applied to each county's FY 92/93 LTF. Yearly projections were then tallied for FY 93/94 - 2014/15.

Projections of Federal Funding Sources – ISTEА
(In Millions of 1992 Dollars)

Funding Program	Estimated Allocation 1993-2015*	
	El Dorado	Placer
Congestion Mitigation & Air Quality (CMAQ)	10.8	17.7
Surface Transportation Program (STP)	15.2	13.9
Total ISTEА Funding **	26.0	31.6

* -- Estimated by multiplying the FY 93/94 allocations by 20 years.

** -- We did not estimate or assume continuation of other ISTEА funding programs such as Transportation Enhancement Activities. While we hope the TEА funding program continues, it is small compared to CMAQ and STP and would make little difference in our total estimated funding over 20 years.

Federal Transit Administration Funds
Reflected in the Project Costs and Revenues in this Draft Plan
(in Millions of 1992 Dollars)

County	Section 3	Section 9	Section 18	Totals
Placer	0	9.2	1.7	10.9
El Dorado	0	0	1.3	1.3
Totals	0	9.2	3.0	12.2

Notes:

Section 3 is for capital improvement projects for public transit systems.

Section 9 provides operating and capital funds for public transit in urban areas.

Section 18 is for rural transit operators only, and can be used for both capital and operating needs.

Total State and Federal Funding Projections, 1993 through 2015
for El Dorado and Placer Counties combined

(All Figures in Millions of '92 Dollars)

Funding Source	Projection, 1993 - 2015
State Transportation Improvement Program	184.0
Local Transportation Funds (State)	220.4
Congestion Mitigation and Air Quality (Federal)	28.5
Surface Transportation Program (Federal)	29.1
Federal Transit Administration	12.2
Total	474.2

The table above shows that Placer and El Dorado Counties combined can expect about **\$474 million** in state and federal transportation funds to be available through the year 2015. The state funding estimates shown above include a total of \$34.8 million in expected state funds to be programmed by the Placer County Transportation Commission for use in providing passenger rail service along the Capitol Corridor tracks. The \$34.8 million in expected state funding includes \$24.1 million in State Transportation Improvement Program funds, \$6.7 million in Transit Capital Improvement funds, and \$4 million in Transit Development Act funds.

Funding Assumed In This Financial Plan

(All Figures In Millions of '92 Dollars)

Funding Source		Amount, 1993-2015
State	Transportation Improvement Program	184.0
	Local Transportation Funds	220.4
Federal *	Congestion Mitigation and Air Quality	28.5
	Surface Transportation Program	29.1
	Federal Transit Administration	12.2
Local	Funds for Preserving System	77.8
	Funds for Capital Improvements to System	**
Total Funding Projections		552.0

Notes:

* - The federal Congestion Mitigation and Air Quality funding program, and the Surface Transportation Program, are part of the six-year ISTEA legislation which expires after 1997. This plan assumes extension of similar funding programs, for similar purposes, over the 22-year horizon of this plan.

** -- Estimates of these funds will be obtained from the Placer County Transportation Commission for the final version of this document.

The table above shows funding projections of \$552 million from existing revenue sources through the year 2015. As indicated earlier, the Placer County Transportation Commission (PCTC) estimates a shortfall of \$321.3 million during the planning period. However, the funding estimate shown in the table above is adequate to cover the limited set of projects and services included in this Draft Plan Supplement, which amount to \$396.9 million.

POLICY ANALYSIS

From a Policy Standpoint, the plan is vastly preferable to not having a plan...

The analysis in this section, and the technical analysis in the next section, cover our entire "supplemented" planning region -- not just Placer and El Dorado Counties but SACOG's membership region as well. This includes all of Sacramento, Sutter, Yolo, and Yuba Counties, and the Cities of Lincoln, Rocklin, and Roseville in Placer County. While the rest of this document focuses only on Placer and El Dorado Counties, the analysis must cover the entire planning region in order to meet federal requirements.

The plan was compared with a "no plan" scenario to see how well the plan performs in meeting its goals, objectives and policies. Following is a listing of each of the seven goals, and discussion of how the two scenarios stack up.

1. System Preservation Goal: to preserve existing transportation infrastructure as a means of protecting our transportation investments and maintaining an effective system.

The "No Plan" scenario results in more than a \$2 billion shortfall in roadway preservation and maintenance needs over 20 years. The plan, with its proposed funding package, covers these needs. *Therefore, the plan performs best.*

2. Land Use/Mobility Goal: to meet the mobility needs of people of all incomes, ages, and physical conditions; and in the region's urban areas, to bring about changes in existing and future urban form that will facilitate the development of the most efficient and effective transportation system possible.

The plan provides more mobility overall than we would have without a plan, since it brings major expansion of public transit in Sacramento to meet expected demand, some expansion of public transit service in other counties to keep pace with population growth, a network of carpool/bus lanes on the freeways, long-sought highway improvements in the Yuba-Sutter area, which still lacks direct freeway access, and additional funding which will help enable transit operators to meet the requirements of the Americans with Disabilities Act (ADA).

Given all of these improvements to the system, and given the role of public transit and paratransit in providing mobility to those who are unable to drive cars, or cannot afford cars, or are too young to drive, *the plan clearly performs best in terms of mobility.*

Regarding land use, the "No Plan" scenario is a status-quo approach. The plan brings expansion of mass transit in the metropolitan area. Mass transit is a key component in Sacramento County's new General Plan; transit is the basis for the proposed transit-oriented developments in that proposed plan. In addition, the Sacramento Regional Transit District has plans to foster joint development of station sites where possible. An expanded light-rail system will maximize the chances for such development, and would support the County's new general plan. *Therefore, the plan performs best in this regard.*

3. Air Quality Goal: to directly support the achievement of state and federal air-quality standards.

The plan results in slightly lower emission forecasts than the "No Plan" scenario. While the difference in emissions between the two scenarios is slight, the scenario with the lowest projected emissions is considered the best. Also, the plan results in less emissions than the "emissions budget" we must meet or beat, under federal air-quality requirements. *Therefore, the plan performs best.*

4. Safety Goal: to provide the safest possible transportation system for all.

One of the key differences between the two scenarios is roadway maintenance, repair and preservation. The plan covers all of these needs, which clearly would contribute to safety. Without a plan, the region is stuck with nearly a shortfall exceeding \$2 billion over 20 years. *The plan performs best.*

5. Environmental Goal: to provide for transportation services, facilities, and vehicles that cause the least amount of environmental damage and yield environmental benefits wherever feasible.

The environmental impacts of the two scenarios have been analyzed and compared in a Draft Subsequent Environmental Impact Report, as required by the California Environmental Quality Act. The final report will be certified by the SACOG Board of Directors in June 1994, prior to adoption of this Plan Supplement.

6. Economic Goal: to create the most economical transportation system and to make the most efficient use of transportation revenues in providing transportation services and facilities, optimizing the movement of people, goods, and information.

Economic comparison of transportation alternatives is one of the most difficult comparisons to perform. We can compare the direct construction costs, and compare the identified maintenance and operating costs of the different scenarios -- by those standards, the plan is far more expensive than the "No Plan" scenario. However, it is extremely difficult to identify other, external costs imposed by different transportation strategies. For example, what is the cost of congestion and delay? What is the cost of one more ton of air pollution? Such questions are the focus of ongoing research. No consensus has developed on all the costs that should be included in a cost comparison, and how these different costs should be valued. *Therefore, all we can say at this point is that the "No Plan" scenario is cheaper in terms of identifiable direct costs. Further study is needed to fully answer the question of economy.*

7. Organizational Goal: to foster more coordination and cooperation between agencies to avoid interagency conflict and to assure the most effective use of transportation revenues.

Agencies in the region no doubt would attempt to cooperate with each other regardless of whether this Plan Supplement is adopted or not. However, this plan calls for establishing formal arrangements for coordinating the overlapping planning processes in the region. In particular, we will attempt to unify the regional planning process and countywide congestion management efforts; we also will attempt to link long-range regional planning with short-range project-selection and funding processes. *The plan clearly brings more coordination and cooperation than we would have without a plan.*

Conclusion

The Metropolitan Transportation Plan, including this Supplement, performs best in terms of the System Preservation, Land Use/Mobility, Air Quality, Safety, and Organizational Goals, or five out of seven. The "No Plan" scenario performs best in terms of the Economy Goal, considering only the identifiable direct costs. Performance with respect to the Environmental Goal is under study in the CEQA process. *This Metropolitan Transportation Plan and Supplement perform far better than not having a plan, from a policy standpoint.*

TECHNICAL ANALYSIS

From a technical standpoint, this plan results in a much better transportation system than we'd have without a plan...

Like the policy analysis in the previous section, the following technical analysis pertains to our entire "supplemented" planning region, not just Placer and El Dorado Counties. This is necessary to comply with federal planning requirements. The analysis was performed using our computerized transportation models. Known as "travel demand forecasting models," these computer systems are designed to forecast transportation performance statistics for a typical weekday in a specified future year (in this case, the year 2015). The model forecasts things such as the number of trips that will occur; the proportion of trips that will be made by single-occupant autos, carpool vehicles, and public transit; the total time and distance traveled *en masse*; average trip time and distance; the routes chosen for each trip; the number of lane-miles of congestion; and total hours of delay, among other statistics. We operate one such computer model for the Sacramento metropolitan area, and another for the Yuba-Sutter area. The findings here combine the results of both models, for regional totals.

The technical analysis differs from our 1993 *Metropolitan Transportation Plan* in another way, besides the expanded planning area. In the '93 plan, we analyzed a "No Plan" scenario that included numerous locally funded, "funding assured" transportation improvements. Now, in keeping with new federal planning mandates, the "No Plan" scenario includes no transportation improvements at all. Therefore, the difference in performance between the "Plan" and the "No Plan" scenarios is much greater in this document than the difference was in our '93 Metropolitan Transportation Plan.

The tables and charts on the following pages compare the performance of the plan with the performance we'd get without a plan (the "No Plan" scenario). The narrative and notes with each table offer an interpretation of the statistics. The reader should be aware that our transportation forecasting models cannot estimate the number of trips made on foot or bicycle. The projections of people's future modes of travel therefore don't reflect bicycle trips or pedestrian trips.

Performance of the Plan
(Regionwide Totals)

Measure	No Plan	Plan	Difference from No Plan to Plan
20-Year Expenditures (millions of '92 \$) . . .			
Capital Improvements	0	\$3,834	+ \$3,834
Transit Operations & Maintenance	0	\$4,083.0	+ \$4,083
Road maintenance	0	\$ 2,195.4	+ \$2,195.4
Total Expenditures	0	\$10,112.4	+ \$10,112.4
Daily Performance Measures In The Year 2015 . . .			
Congestion (lane miles)	3,640	3,310	- 9.1%
Delay (person hours)	2,219,846	1,516,105	- 46.4%
Single-Occupant-Vehicle Trips	6,076,324	5,975,989	- 1.7%
Vehicle Miles of Travel	81,159,982	80,487,794	- 0.8%
Vehicle trips	8,212,363	7,607,436	- 7.9%
Transit riders	102,280	171,360	+ 67%
Transit mode share	1.3%	1.8%	+ 38.5% *
Bicycle & Walk trips	NA	NA	NA
Bicycle & Walk mode share	NA	NA	NA
Auto occupancy (work trips)	1.10	1.12	+ 1.8% **
Auto occupancy (all trips)	1.29	1.39	+ 7.7% **

Explanatory Notes on Next Page

Notes to preceding table

* -- The 38.5% increase for transit mode share is the proportional increase in mode share, calculated the same way as the other measures in the table. The actual increase, or percentage-point increase, is 0.5%.

** -- The increases shown are the proportional increase in auto occupancy, calculated the same way as the other measures in the table. The actual increases are 0.02 persons per vehicle for work trips and 0.1 persons per vehicle for all trips.

"NA" means "not available." Our computer forecasting model doesn't yet have the capability to forecast bicycle and walk trips, but it will for future editions of this plan. Today, bicycle and walk trips account for a combined 9.2 percent of all daily person trips in the region, according to the SACOG 1991 Household Travel Survey.

The preceding table summarized all of the statistical indicators, or performance measures, that we calculated. On the following three pages, these indicators are discussed in more detail, with comparisons of the 1990 statistics and the 2015 statistics for the plan and "no plan" scenario. The indicators are shown in three sets:

- *Personal Mobility*
- *Auto Use*
- *Congestion and Delay*

Personal Mobility

Regionwide Totals -- All Figures are per Weekday

Performance Measure	1990 Estimate	Year 2015 "No Plan"	Year 2015 "Plan"	Difference from No Plan to Plan
Person Hours of Travel	1,302,394	4,625,336	3,801,968	- 21.7%
Person Hours of Delay	241,003	2,219,846	1,516,105	- 46.4%
Drive-Alone Person-Trips	2,733,416 *	6,076,324	5,975,987	- 1.7%
Ridesharing Person-Trips	2,098,843 *	4,532,878	4,563,447	+ 0.7%
Public Transit Person-Trips	56,634 *	102,280	171,360	+ 67%
Bicycle & Walk Person-Trips	509,936 *	NA	NA	NA
Total Person Trips	5,534,154*	10,711,482	10,710,794	+ 0%

* -- The 1990 estimates of person trips are from the SACOG 1991 Household Travel Survey; projections for 2015 are from our forecasting models. The total person trips for 1990 includes 135,316 trips on miscellaneous other modes of travel, which we haven't listed on the table because the forecasting model does not project trips for those modes (air travel, long-distance inter-city bus). "NA" means forecasts of these trips are not available.

Both future scenarios bring large increases in travel and delay over the 1990 figures, because there will be 75% more people living and working here by the year 2015. Of the two future scenarios, the Plan brings substantially less travel time and delay, and slightly fewer drive-alone trips compared to the No Plan scenario. The biggest percent change is in public-transit person trips, which grow by 67 percent with the Plan. ***The forecasts indicate that, with this Metropolitan Transportation Plan, about 100,337 drive-alone person trips would switch to public transit or ridesharing each day.*** This is due to the extensive transit expansion and development of carpool lanes in the plan. Expansion of public transit makes it more convenient to more people. (Note: a person trip is a one-way trip made by one person.)

Auto Use

Regionwide Totals

(All Figures are per Weekday)

Performance Measure	1990 Estimate	Year 2015 "No Plan"	Year 2015 "Plan"	Difference from No Plan to Plan
Number of Vehicle Trips	4,038,270	8,212,363	7,607,436	- 7.9%
Vehicle Miles of Travel	38,684,594	81,159,982	80,487,794	- 0.8%
Vehicle Hours of Travel	1,131,582	4,035,268	3,356,201	- 20.2%

The table shows that the Plan brings small percentage reductions in vehicle trips and miles of travel, but significant improvements in hours of travel, compared to the No Plan scenario. These three statistics are measures of the amount of vehicle use. They also are used in our vehicle-emissions forecasting process, to help determine how much air pollution will be generated by the region's autos. The percentage reductions in vehicle trips and vehicle miles of travel are relatively small because the total numbers are so large. However, note that *even though the reduction in vehicle trips is only about 8 percent from the No Plan scenario, that 8 percent accounts for a reduction of 604,927 daily vehicle trips. This is projected to reduce congestion and delay by 9 to 46 percent respectively.*

Congestion and Delay -- Regionwide Totals

(All Figures are per Weekday)

Performance Measure	1990 Estimate	Year 2015 "No Plan"	Year 2015 "Plan"	Difference from No Plan to Plan
Lane Miles of Congestion on Freeways*, Expressways, Ramps	264	1,223	1,106	- 10.6%
Lane Miles of Congestion on Major Arterials	182	1,202	1,103	- 9.0%
Lane Miles of Congestion on Minor Arterials	47	836	683	- 22.4%
Congested Lane Miles as Percentage of All Lane Miles (Freeways, Expressways, Ramps, Arterials)	7% of 6,719 lane miles	48% of 6,719 lane miles	37% of 7,718 lane miles	- 62.2%**
Person Hours of Delay	241,003	2,219,846	1,516,105	- 46.4%

* -- Includes carpool lanes.

**-- This is the proportional decrease, calculated the same way as the other percentage differences. The actual difference is 11 percentage points.

The Metropolitan Transportation Plan decreases congestion on our freeways, ramps, and arterial roads, compared to the No Plan Scenario. Person hours of delay also decrease under the Plan. This is due to the projected decrease in vehicle use, shown in previous tables. *These findings support the conclusions of other research, showing that a relatively small reduction in the number of vehicles on the road -- only 8 percent, in this case -- can bring a greater relative reduction in congestion and delay.* We define congestion as traffic level-of-service "E" or "F", meaning the hourly rate of motorist demand for a roadway is equal to, or greater than, the hourly capacity of the roadway. When hourly demand exceeds hourly capacity the peak hour will spread, lengthening the congested period beyond an hour.

Air Quality

This chapter closes with a look at the air-quality impacts of the Plan. The following "emissions" forecasts were produced by using another computerized forecasting system, called the Direct Travel Impact Model, or "DTIM." This model, provided to us by Caltrans, forecasts the amount of vehicle emissions, or pollution, that will occur on a typical day in a given future year.

<i>EMISSIONS FROM ON-ROAD VEHICLES (Tons per Day)</i>			
Pollutant	1990 (Base Year)	Year 2015 "No Plan"	Year 2015 "Plan"
Total Organic Gases	60.64	28.46	25.81
Nitrous Oxides	98.15	93.98	90.97
Carbon Monoxide	760.41	372.76	337.14
Particulate Matter ("PM-10")	103.38	271.42	252.66

Total organic gases and ***nitrous oxides*** are the chemical ingredients, or "precursors," that form ozone pollution. Ozone isn't emitted directly from vehicle tailpipes -- it results when these two ingredients emerge from the tailpipe and combine in sunlight and heat. Since heat triggers the formation of ozone, it is primarily a summertime problem. The daily emissions given above for these two pollutants are for summer days.

Carbon monoxide, emitted directly out of vehicle tailpipes, is chiefly a wintertime problem. The daily emissions shown for this pollutant are for winter days.

Particulate matter ("PM-10") refers to dust particles that are 10 microns in width or smaller, which is small enough to penetrate the human respiratory system. Particulate matter is not a seasonal problem, unlike ozone and carbon monoxide pollution.

The "On-Road Vehicles" referred to in the title of the chart includes autos, buses, trucks, motorcycles, and construction vehicles. The table indicates that the plan reduces pollutants below the levels they would reach without the plan, in the horizon year of 2015.

*More detailed information on the plan's air-quality impacts will be available in two other sources: the **Air-Quality Conformity Finding**, and the **Subsequent Environmental Impact Report**, both distributed separately by SACOG.*

PUBLIC INPUT

We have publicized this plan supplement process through our "Mobility" newsletter, public discussions at meetings of elected officials, and through notices, advertisements, and press releases in local newspapers...

These were the techniques available to us in light of the very tight deadlines for completing this process. We will add another step, conducting public workshops, as we develop the next regularly scheduled update of the plan, in 1994-95. The workshops, as well as the other techniques mentioned above, all are part of SACOG's community input process. We worked with the staffs and elected boards of the El Dorado County Transportation Commission and Placer County Transportation Commission in fostering public discussion of this plan supplement. Our community input plan generally includes:

- public workshops
- publication of our "Mobility" newsletter
- press releases and advertisements to announce meetings, workshops, and the availability of plans and reports
- meetings with advisory committees including public-sector planners, private citizens, and private-industry representatives

These techniques are described in detail in our "Community Input Plan," available from SACOG upon request.

APPENDIX A

Changes and additions to the project lists from the 1993 Metropolitan Transportation Plan...

The changes to projects already in the '93 plan primarily concern the years of construction that were listed in the plan. In the past, we didn't need to make any such changes until the next overall update of the plan. Under the new federal conformity rules, however, we must make these changes quickly in our long-range plan -- and subsequently make the same changes in our "TIP" or transportation improvement program -- before the federal government will sign off on environmental documents, federal funding or federal permits for these projects. If we do not make these changes now to the construction years listed in our long-range plan, advertising, bidding, or construction of these projects could be delayed. This is one of the consequences of the new conformity procedures -- the need for more frequent updating of project-specific details in our Metropolitan Transportation Plan.

The additions to the project list also are due to the new conformity rules. In the past, projects that were entirely locally funded did not even have to be included in regional plans. The federal government maintains that, under ISTEA and the new conformity rules, even locally funded projects (of regional significance) must be explicitly listed in the metropolitan plan before local jurisdictions can proceed with them. Several new, significant locally funded projects will soon be ready for construction, so we must add them quickly to the Metropolitan Transportation Plan. This is another consequence of the new conformity procedures -- the need for the Metropolitan Transportation Plan to explicitly list and describe all regionally significant projects, including those funded entirely with local money.

The tables on the following pages show first the additions to the project lists from our member jurisdictions, and then the changes to projects that are already in the '93 plan. These changes are based on input received from project sponsors, and are largely changes in the year when the projects will be built.

The following projects are added to the 1993 Metropolitan Transportation Plan. As the table indicates, these projects all are within Sacramento County.

SACRAMENTO COUNTY

*Project Location	Description	Facility Type	Lanes		Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To			
SACRAMENTO COUNTY							
BRADSHAW ROAD	GOETHE ROAD TO FOLSOM BLVD	ART	4	6	1994	2.7	Bradshaw Assessment District (100)
BRUCEVILLE ROAD	LAGUNA BLVD TO SHELDON ROAD	ART	2	4	1995	3.6	Laguna Community Financing District (100)
CALVINE ROAD	PARK AND RIDE LOT AT ROUTE 99	TSM	NA	NA	1996	0.3	National Highway System funds (100)
ELVERTA ROAD	WATT AVENUE TO WALERGA ROAD.	ART	4	6	1994	2.0	Antelope Assessment District (100)

Notes:

ART = Arterial Road TSM = Transportation Systems Management

The following changes are made to projects already in the 1993 Metropolitan Transportation Plan:

SACRAMENTO COUNTY

- *Sacramento Regional Transit District: Extend Folsom light-rail line from Butterfield to Mather Field Road*

Amend project listing to reflect that this project has full funding commitments, from a combination of Sacramento County Measure A sales tax revenue, state Proposition 116 funds, and federal Congestion Mitigation and Air Quality (CMAQ) funds.

- ***Caltrans: Carpool lane on Route 99 from Mack Road to Elk Grove Blvd.***

Change construction year from 1995 to 1997.

- ***Caltrans: Carpool lane on Route 99 from Martin Luther King Jr. Blvd. to L/Q Streets***

Amend project listing to reflect that this project has full funding commitments, from a combination of state Transportation Systems Management (TSM) and federal Congestion Mitigation and Air Quality (CMAQ) funds.

- ***Caltrans: Widen I-5 from Laguna Blvd. to Meadowview Road***

Change construction year from 1996 to 1995.

- ***Caltrans: Rebuild J Street Northbound Off-Ramp from I-5.***

Change construction year from 1995 to 1994. Amend project listing to reflect that this project has full funding commitments, from federal Surface Transportation Program (STP) funds.

- ***Caltrans: Improve Route 16 from Treeview Road to Sunrise Blvd.***

Change construction year from 1994 to 1995.

- ***Caltrans: Improve Route 16 from Sunrise Blvd. to Murieta Parkway***

Change construction year from 1996 to 1995.

- ***Caltrans: Widen Route 50 interchange at Prairie City Road from 2 to 4 lanes, add auxiliary lane***

Change construction year from 1999 to 1996.

- ***Caltrans: Widen Route 50 interchange at Bradshaw Road from 4 to 6 lanes***

Change construction year from 1994 to 1995.

- ***Caltrans: Build new Route 99 interchange at Calvine/Cosumnes River Blvd.***

Change construction year from 1995 to 1994.

- *Caltrans: Transportation systems management improvements along Route 51 from Route 50 to Street Overcrossing #24-168*

Change implementation year from 1993 to 1994.

- *Caltrans: Traffic operations system along Route 51/99 from Route 99/Martin Luther King Blvd. to Route 51*

Change implementation year from 1993 to 1995.

- *Caltrans: Provide ramp meters on I-80 from I-5 to Route 244*

Change implementation year from 1993 to 1994.

- *Caltrans: Build new I-80 interchange at Truxel Road.*

Change construction year from 1997 to 1995.

- *Caltrans: Provide ramp meters on Route 99 from Mack Road to 12th Avenue*

Change implementation year from 1993 to 1994.

- *County of Sacramento: Widen Watt Avenue from Fair Oaks to Folsom Blvd*

Change project description to include two phases: Phase 1, improvements to intersection of Watt Avenue and Fair Oaks Boulevard, 1995; Phase 2, widen Watt Avenue from 4 to 6 lanes from Fair Oaks Boulevard to La Riviera Way, 1996.

- *City of Sacramento: Extend Cosumnes River Blvd. from Franklin Blvd. to Center Parkway*

Change construction year from 1994 to 1995.

- *City of Sacramento: Extend Cosumnes River Blvd. from Bruceville Rd. to Route 99*

Change construction year from 1997 to 1994.

- *City of Sacramento: Exposition Blvd. Phase I construction.*

Amend project listing to 4 lanes instead of 2 lanes. Change construction year from 1995 to 1994.

YOLO COUNTY

- ***Caltrans: Modify Route 50 /Jefferson Boulevard interchange***

Amend lead agency to be the City of West Sacramento, not Caltrans. Amend description to expand the ramps from one to two lanes, add ramp metering and turn lanes, and related local street closure. Change construction year from 1994 to 1997. Change cost from \$1 million to \$10 million, and reflect that traffic mitigation fees will help fund the project, along with Mello-Roos District funds.

- ***Caltrans: Widen Route 50 interchange at Harbor Blvd. from 4 to 6 lanes.***

Change construction year from 1995 to 1997.

- ***Caltrans: Widen Mace Blvd. interchange from 2 to 4 lanes.***

Change construction year from 1998 to 1997.

- ***Caltrans: Widen Richards Blvd. interchange from 2 to 4 lanes.***

This project is under construction. Delete from future plan listings.

- ***City of West Sacramento: Widen Harbor Blvd. from West Capitol Ave. to Reed Ave. from 2 to 4 lanes***

Change construction year from 1995 to 1994.

- ***City of West Sacramento: Widen Industrial Blvd. from Harbor Blvd. to Stone Ave. from 4 to 6 lanes***

Change construction year from 1993 to 1996.

- ***City of West Sacramento: Build new Palamidessi Bridge canal crossing on Industrial Blvd. west of Jefferson Blvd.***

Change construction year from 1999 to 1995.

- ***City of West Sacramento: Install signals at Route 50/Jefferson Blvd. ramps***

Change construction year from 1999 to 1994. Change project cost from \$0.4 million to \$0.5 million. Reflect that the project has full funding commitments, from federal Congestion Mitigation and Air Quality (CMAQ) funds and state Transportation Systems Management (TSM) funds.

LINCOLN, ROCKLIN & ROSEVILLE (PLACER COUNTY)

- *Caltrans: New interchange on Route 65 at Carlsberg*

Change interchange location from Carlsberg to Pleasant Grove.

- *City of Roseville: Widen Atlantic Street from Vernon to Harding from 2 to 4 lanes.*

Change construction year from 2000 to 1997.

- *City of Roseville: Widen Cirby Way from Sunrise Blvd. to Oak Ridge from 4 to 6 lanes*

Change construction year from 1995 to 2005.

- *City of Roseville: Douglas Blvd. - Sunrise Blvd. intersection improvements*

Change construction year from 1995 to 1997.

- *City of Roseville: Widen Roseville Parkway from Harding to Washington from 4 to 6 lanes*

This project has been constructed. Delete from future plan updates.

- *City of Roseville: Widen Roseville Road from City Limits to Cirby Way from 4 to 6 lanes*

Change construction year from 1995 to 2005.

- *City of Roseville: Widen Sierra College Blvd. from the Sacramento County line to Roseville Parkway from 4 to 6 lanes*

Change construction year from 1995 to 1997.

- *City of Roseville: Widen Taylor Road from Eureka Road to City Limits from 2 to 4 lanes*

This project is under construction. Delete from future plan updates.

APPENDIX B

ISTEA "15 Factors" Checklist...

The following checklist shows each of the 15 factors and discusses how the factor was treated in this Draft Plan Supplement, and in the *1993 Metropolitan Transportation Plan*. The checklist either gives a chapter and page number indicating where the issue is covered, or provides a brief discussion of the issue, or else indicates why the factor is not covered.

Factor #1: Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently.

For specific Preservation projects, costs and revenues, see the "ACTIONS" chapter, particularly pages 12 and 14. For additional information on preservation elsewhere in the region, refer to the *1993 Metropolitan Transportation Plan*, pages 36 and 38 (System Preservation Goals, Objectives & Policies). For using existing facilities more efficiently, see the '93 plan, page 38, item 2; page 39, item 5. Numerous demand- and system-management measures, aimed at efficiency, are included in the "ACTIONS" chapter of the '93 plan. See page 7 of that plan for discussion of the ISTEA Congestion Management System, also an efficiency measure.

Factor #2: The consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.

See the *1993 Metropolitan Transportation Plan*, page 43, Environmental Goal, item 2, regarding Goals, Objectives & Policies on energy conservation. This subject is analyzed in the Draft Subsequent Environmental Impact Report, published separately.

Factor #3: The need to relieve congestion and prevent congestion from occurring where it does not yet occur.

Congestion is one of the key issues dealt with throughout this Plan Supplement and our '93 plan. The page numbers dealing with congestion are too numerous to list here. In this Plan Supplement, Congestion is a key focus of the project lists in the "ACTIONS" section and the "POLICY ANALYSIS" and "TECHNICAL ANALYSIS" sections. In the *1993 Metropolitan Transportation Plan*, Congestion is referred to in the front "SUMMARY", in the "OBJECTIVES AND POLICIES" section, the "ACTIONS" section, the "POLICY ANALYSIS" and "TECHNICAL ANALYSIS" chapters, and the "FINANCIAL PLAN".

Factor #4: The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.

Refer to the *1993 Metropolitan Transportation Plan* for this factor. See page 36, Land Use / Mobility Goal, regarding the promotion of efficient land use forms in the region's growth areas. The land use projections on which the plan is based include the projections from the Sacramento County Draft General Plan (see growth maps on pages 18 and 22-35). Also, see page 38, Land Use / Mobility Goal, item 2; page 40-41, items 7 and 8; and pages 44-45, Organizational Goal items. SACOG is developing a computer model to forecast long-term land-use changes; this model could be used to determine the long-range land-use impacts of a major transportation change. The model is called "DRAM / EMPAL," which stands for "disaggregated residential allocation model / employment allocation."

Factor #5: The programming of expenditure on transportation enhancement activities as required in section 133 [of ISTE].

SACOG has completed a funding allocation process for Transportation Enhancement Activities proposed by member jurisdictions and planning agencies. Information is available from SACOG upon request.

Factor #6: The effects of all transportation projects to be undertaken within the metropolitan area, without regard to whether such projects are publicly funded.

The "POLICY ANALYSIS" and "TECHNICAL ANALYSIS" chapters in this document reflect the impacts of all transportation projects regardless of funding source. Also refer to these same chapters in the '93 plan.

Factor #7: International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations.

The SACOG region has no international border crossings or national parks. Access to ports, airports, intermodal transportation facilities, recreation areas, monuments, and military installations is provided by interstate highways, state highways or major arterials, all of which are in the defined Metropolitan Transportation System (see pages 6-7 of the *1993 Metropolitan Transportation Plan*). Regarding historic sites, some are served by interstate highways and public transit, such as Old Sacramento and Fort Sutter State Historical Park in Sacramento and historic communities such as downtown Auburn and Placerville. However, the region may have numerous smaller, lesser-known historic sites to which access could be improved. We lack an inventory of all historic sites in the region. Such an inventory could be developed in future planning cycles if time and resources permit.

Factor #8: The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area.

Inter-area connectivity does not appear to be a problem. The roads which connect the SACOG area with other areas are nearly all interstate highways or state highways. Neither SACOG's regional analysis, nor any local analysis that we know of, has shown a need for additional connectivity of this type.

Factor #9: The transportation needs identified through use of the management systems required by section 303 of this title [ISTEA].

Refer to the *1993 Metropolitan Transportation Plan*, page 7, Congestion Management System. This Plan Supplement doesn't deal with management systems in detail because we are waiting for a federal response to a proposal from Caltrans, which would have the California Congestion Management Programs serve as the federally required Congestion Management System.

Factor #10: Preservation of rights-of-way for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss.

This factor is dealt with mostly in the *1993 Metropolitan Transportation Plan*, on pages 43, Environmental Goal, item 1, first policy statement; page 46, Supplementary Policies, Land Use / Mobility, 6th statement. Right-of-way acquisition projects are in the "ACTIONS" section of this Plan Supplement.

Factor #11: Methods to enhance the efficient movement of freight.

Refer to the *1993 Metropolitan Transportation Plan*, page 6, Freight distribution routes, Ports and airports; page 36, Economic Goal; page 44, Economic Goal, item 2.

Factor #12: The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement.

Life-cycle costing was used for the project cost estimates included in the "FINANCIAL PLAN" chapter.

Factor #13: The overall social, economic, energy, and environmental effects of transportation decisions.

These impacts are analyzed in the Draft Subsequent Environmental Impact Report, published separately by SACOG.

Factor #14: Methods to expand and enhance transit services and to increase the use of such services.

The expansion of public transit service and ridership is a key item running throughout this Plan Supplement, and throughout our *1993 Metropolitan Transportation Plan*. Individual page references are too numerous to list here. This subject is discussed mostly in the front "SUMMARY" and "ACTIONS" chapter in this document, and in the "OBJECTIVES AND POLICIES" and "ACTIONS" chapter of our '93 plan.

Factor #15: Capital investments that would result in increased security in transit systems.

Safety improvements are included in the "ACTIONS" section of this document. Also refer to the *1993 Metropolitan Transportation Plan*, page 43, Safety Goal, under item 1, third policy statement; and page 48, under "Safety" category, last policy statement.



Supplement to the 1993 Metropolitan Transportation Plan

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